

DELEGATED DECISIONS BY DEPUTY LEADER OF THE COUNCIL (INCLUDING TRANSPORT)

MINUTES of the meeting held on Thursday, 14 February 2013 commencing at 10.00 am and finishing at 11.00 am.

Present:

Voting Members: Councillor Rodney Rose – in the Chair

Other Members in Attendance: Councillor Iain Brown (for Agenda Item 10)
Councillor Jim Couchman (for Agenda Items 12 and 13)

Officers:

Whole of meeting G. Warrington (Law & Culture); M. Kemp (Environment & Economy)

Part of meeting

Agenda Item	Officer Attending
4	D. Tole (Environment & Economy), M.McLoughlin and R.Spurs (West Oxfordshire District Council)
5,8,9 & 13	D. Tole (Environment & Economy)
6	A. Warren (Environment & Economy)
7	M. Horton (Environment & Economy)
10,11	L. Turner and D. Tole (Environment & Economy)
12	J. Wright and D. Tole (Environment & Economy)

The Committee considered the matters, reports and recommendations contained or referred to in the agenda for the meeting, and decided as set out below. Except as insofar as otherwise specified, the reasons for the decisions are contained in the agenda and reports, copies of which are attached to the signed Minutes.

8/13 PETITIONS AND PUBLIC ADDRESS
(Agenda No. 3)

<i>Speaker</i>	<i>Item</i>
Suzanne Haslam (Local Resident))
Sarah McManus (First Great Western))
Michael McLoughlin (West Oxfordshire DC))
Ron Spurs (West Oxfordshire District Council))
) 5. Proposed parking restrictions in vicinity of Hanborough Station

Neville Wharton (Local Resident)	8. Proposed parking restrictions – Lye Valley and Sandy Lane areas, Oxford
County Councillor Iain Brown (Local Member)	10. Proposed zebra crossing, Packhorse Lane, Marcham
County Councillor Jim Couchman (Local Member))12. Proposed zebra crossing,)Alvescot Road, Carterton))13. Proposed parking restriction –)Brize Norton Village

9/13 **PROPOSED AMENDMENTS TO PARKING RESTRICTIONS HIGH STREET AND CHURCH GREEN, WITNEY**

(Agenda No. 4)

The Deputy Leader of the Council considered objections to a formal consultation on proposals to amend parking restrictions in Witney.

Also in attendance were Michael McLoughlin and Ron Spurs (West Oxfordshire District Council).

Officers referred to two submissions from objectors to the proposals who had been unable to attend the meeting.

The first from Sandy Slack felt the proposals were being promoted primarily to improve traffic flow, particularly buses, and did not address issues for disabled drivers who needed to access this area on a daily basis as part of their living and working lives. She referred to the parlous state of the pavement on the east side which also the farthest away from facilities. The cost of repairs to the pavement would be high at a time when public finances were tight whereas the west side had the advantage of nil cost and good conditions for disabled users.

The second from Amanda Epps queried the accuracy of the comments attributed to her by officers in the report and referred to the misleading impression that the proposals currently under discussion were in addition to reinstatement of previous arrangements on the western side of the High street. There were serious shortcomings in explanations why the democratic recommendation of the Witney Traffic Advisory Committee had not been acted on and the adequacy of documents placed on public deposit. There had been no adequate explanation given for these proposals and she felt that the needs of disabled drivers had been ignored in the interests of buses and taxis. She also referred to the costs involved in implementing these proposals at a time when there were severe constraints on public spending and pointed out that there had been no comparison between costs for the WTAC scheme and this current scheme.

Mr Tole apologised for the discrepancy with arrangements for the documents to go on local deposit but confirmed that the objection period had been extended to compensate for the delay. He also accepted that whilst pavement levels were not as flat as at the current site blue badge holders currently used that area and work would be carried out to smooth surfaces where possible. He understood the concerns expressed but the County Council had to look at these issues in a more pragmatic way and from a wider perspective and although there had been some specific objections to the proposals there had been general agreement from blue badge holders.

The Deputy Leader expressed his desire for the taxi proposals in this part of Witney to proceed as soon as possible to proceed as soon as possible and if possible to be implemented in tandem with these proposals. He also asked that investigations be carried out to see if some remedial work could be carried out to pavements.

Mr Spurs confirmed that a report on the hackney carriage proposals for High street and Welch Way would be submitted to West Oxfordshire's Licensing Committee in the following week.

Having regard to the arguments and options set out in the documentation before him, the representations made to him and the further considerations set out above the Deputy Leader of the Council confirmed his decisions on this matter as follows:

to approve the parking restrictions as set out in the report CMDDL4 and advertised as part of the Oxfordshire County Council (Various Roads - West Oxfordshire) (Prohibition and Restriction of Waiting and Permitted Parking) (Variation No.1) Order 20**

Signed.....
Deputy Leader of the Council

Date.....

10/13 PROPOSED PARKING RESTRICTIONS IN VICINITY OF HANBOROUGH STATION

(Agenda No. 5)

As part of the development of a new car park at Hanborough Station the Deputy Leader of the Council considered proposals to introduce new parking restrictions in the vicinity of the Station. Objections had been received to a formal consultation on the parking restriction proposals.

Suzanne Haslam spoke on behalf of the residents of 7 houses in the service road. They were concerned that the current proposal would not meet their requirements. West Oxfordshire District Council had been sympathetic to their case but it now transpired they were sticking to the current proposal and would not consider residents parking. They were being offered a white paper scheme which meant they would not be ticketed if parking on the service road. However many residents were

uncomfortable with a situation which effectively saw them breaking the law. Residents did not feel that the proposal would work nor prevent rail users from parking their and additionally there was no weekend provision which they saw as some respite from commuter parking. Residents thanked First Great Western for the provision of parking but some residents had individual needs and felt it was for West Oxfordshire DC to do something for them. Residents had been very patient over this and had compromised but the best solution for them would be to introduce a provision for residents parking as currently existed in West End, Witney.

The Deputy Leader of the Council advised that there was no automatic right to park on the highway. It was for West Oxfordshire DC to consider residents parking and he was not in a position to comment on the proposal for a white paper scheme excluding residents from ticketing.

Mr Tole confirmed that the current proposals didn't cover weekends and residents were asking to extend the proposal accordingly. If the station was busy at weekends then that had been an oversight.

Sarah McManus (First Great Western) confirmed that FGW had worked with the County and District Councils to relieve the parking problem and provide maximum provision for parking and meet the concerns of local residents. Agreement had been reached to provide 2 parking permits per resident for spaces alongside the access lane which should have provision for around 13 cars. Permits would be free of charge and the permit based system would operate 24 hours a day Monday to Sunday and enforced by FGW staff if cars were parked with no permit displayed. FGW were committing to maximising use of the car park by rail users and to that effect construction was already under way but the concerns of local residents were important and they were happy to discuss those concerns further with residents if necessary.

Mr Tole confirmed that if the restriction needed to be extended to 7 days then further consultation would be required. The restriction could go ahead as advertised but monitoring could be carried out to gauge if weekend parking was a problem and an extension to the proposal sought then. With regard to disabled parking the proposal exempted anyone with a blue badge for a period of three hours so technically a disabled commuter would be able to park all day. The proposal by FGW for residents represented a good deal and was on a par with many resident parking schemes in the City.

The Deputy Leader of the Council also felt the scheme by FGW was good one and he recognised that the situation in this area could not be allowed to continue and supported the suggestion by officers to monitor weekend parking to gauge whether amendments might need to be made to the scheme.

Having regard to the arguments and options set out in the documentation before him, the representations made to him and the further considerations set out above the Deputy Leader of the Council confirmed his decisions on this matter as follows:

- (a) to approve the parking restrictions as set out in this report and advertised as part of the Oxfordshire County Council (Various Roads - West Oxfordshire)

(Prohibition and Restriction of Waiting and Permitted Parking) (Variation No.1)
Order 20**

- (b) monitor weekend parking on the Main Road service road in order to gauge the necessity to extend the restriction to 7 days a week.

Signed.....
Deputy Leader of the Council

Date.....

11/13 OXFORD - RADCLIFFE OBSERVATORY QUARTER (ROQ) PUBLIC REALM ENHANCEMENTS

(Agenda No. 6)

The Deputy Leader of the Council considered a public realm enhancement scheme and associated traffic regulation order for a stretch of Woodstock Road fronting the Radcliffe Observatory Quarter. There had been a public consultation exercise carried out which had resulted in objections being received.

Having regard to the arguments and options set out in the documentation before him the Deputy Leader of the Council confirmed his decisions on this matter as follows:

- (a) authorise officers to proceed to implementation of the public realm enhancement scheme as advertised and set out in Annex 1 to the report CMDDL6; and
- (b) approve the advertised amendment to the Oxfordshire County Council (Oxford Central Area) (Designation and Regulation of Street Parking Places) (Variation No 6) Order 20**) to remove existing pay & display parking bays but not approve the northward extension to the parking bay, as described in the report CMDDL6.

Signed.....
Deputy Leader of the Council

Date.....

12/13 PROPOSED PARKING RESTRICTIONS - NURSERY DRIVE, FOUNDRY STREET AND BEAUMONT ROAD, BANBURY

(Agenda No. 7)

The Deputy Leader of the Council considered proposals to introduce new parking restrictions in Nursery Drive, Foundry Street and Beaumont Street. Although unconnected the proposals had been combined for public consultation purposes with objections received to both.

Having regard to the arguments and options set out in the documentation before him the Deputy Leader of the Council confirmed his decisions on this matter as follows:

to approve the parking restrictions in both locations, as advertised in the Oxfordshire County Council (Various Roads, Banbury) (Prohibition And Restriction Of Waiting And Loading) (Amendment No.17*) Order 20**

Signed.....
Deputy Leader of the Council

Date.....

13/13 PROPOSED PARKING RESTRICTIONS - LYE VALLEY AND SANDY LANE AREAS, OXFORD

(Agenda No. 8)

The Deputy Leader of the Council considered a proposal to introduce new parking restrictions in several streets in the Lye Valley area and Sandy Lane, Blackbird Leys. The proposals had been subject to a formal consultation with objections for both areas.

Mr Neville Wharton a resident at the Slade sought assurances that residents would continue to be able to park on the Service Road.

Mr Tole confirmed that these proposals had been promoted by local members under the area stewardship fund and in response to parking problems experienced in these areas. It had been felt that a 2 hour limit would work but in response to concerns expressed by some residents including Mr Wharton it was now proposed to exclude the service road area as marked in red on the plan attached to the report. That would enable residents to continue to park. but would also mean that residents would need to compete for spaces with commuters. Further major development was expected in the area which would mean a future review of traffic issues but in the meantime officers were recommending that the proposals for double yellow lines should go ahead.

Having regard to the arguments and options set out in the documentation before him, the representations made to him and the further considerations set out above the Deputy Leader of the Council confirmed his decisions on this matter as follows:

to approve the parking restrictions as set out in this report and advertised as the Oxfordshire County Council (Various Streets, Oxford) (Waiting and Loading Restrictions) (Variation No.5) Order 20** except for the element for 2-hour parking on The Slade service road.

Signed.....
Deputy Leader of the Council
Date.....

14/13 PROPOSED PARKING RESTRICTIONS - CUMBERLAND ROAD AND SAUNDERS ROAD, OXFORD

(Agenda No. 9)

The Deputy Leader of the Council considered a proposal to introduce new parking restrictions in Cumberland Road and Saunders Road in East Oxford. The proposals had been subject to a formal consultation with objections received for both areas.

Having regard to the arguments and options set out in the documentation before him the Deputy Leader of the Council confirmed his decisions on this matter as follows:

to approve the parking restrictions in Cumberland Road and Saunders Road as advertised in the Oxfordshire County Council (Various Streets East Oxford) (Traffic Regulation) (Variation No.11) Order 20**

Signed.....
Deputy Leader of the Council

Date:.....

15/13 PROPOSED ZEBRA CROSSING, PACKHORSE LANE, MARCHAM

(Agenda No. 10)

The Deputy Leader of the Council considered a proposal for a zebra crossing on Packhorse Lane, Marcham. There had been formal consultation on the proposal with objections received.

Councillor Iain Brown commended the scheme. He was aware of some concerns locally but felt the facility would benefit villagers and complement the benefits which had been gained from the 18 tonne weight limit imposed at Newbridge. He did not share the concerns regarding visibility as expressed by Thames Valley police and advised that the A415 at this point was the narrowest length of A road in the county.

Officers had identified visibility issues but had also identified mitigating circumstances due to the close proximity of the narrow bends which reduced traffic speed and the illuminated zebra crossing ahead sign which would highlight the crossing to drivers.

The Deputy Leader of the Council advised that he had been on site and was well aware of the circumstances of this length of road through Marcham and recognised the importance of the extra illuminated sign.

Having regard to the arguments and options set out in the documentation before him, the representations made to him and the further considerations set out above the Deputy Leader of the Council confirmed his decision on this matter as follows:

to authorise the implementation of a zebra crossing on Spring Road, Abingdon as advertised.

Signed.....
Deputy Leader of the Council

Date.....

16/13 PROPOSED ZEBRA CROSSING, SPRING ROAD, ABINGDON

(Agenda No. 11)

The Deputy Leader of the Council considered a proposal for a zebra crossing on Spring Road, Abingdon. The proposal had been the subject of formal consultation and objections had been received.

Additional representations had been received from District Councillor Jim Halliday and Mary Barkham both of which referred further to concerns regarding visibility.

Mr Tole confirmed that this was a borderline case and had been sited as close to the desire line as possible bearing in mind visibility guidance. There were issues regarding erection of a fence but planning permission for that had been refused on appeal. It was accepted that a hedge could be grown without permission but that would take some time to establish by which time the crossing would be well established. It was difficult site but it was felt this was the optimum position.

The Deputy Leader had visited the site and accepted that visibility was a concern but was happy to accept the officer's advice that this was the best option.

Having regard to the arguments and options set out in the documentation before him, the representations made to him and the further considerations set out above the Deputy Leader of the Council confirmed his decisions on this matter as follows:

to authorise the implementation of a zebra crossing on Spring Road, Abingdon as advertised.

Signed.....
Deputy Leader of the Council

Date.....

17/13 PROPOSED ZEBRA CROSSING, ALVESCOT ROAD, CARTERTON

(Agenda No. 12)

The Deputy Leader of the Council considered a proposal for a zebra crossing on Alvescot Road, Carterton. The proposal had been the subject of formal consultation and objections had been received.

Councillor Couchman referred to increased levels of traffic following the opening of Aldis store. Carterton Town Council had wanted a crossing for some time and this development had advanced that need. The current bus stop could be a problem but not enough to prevent implementation. A possible answer might be a temporary bus stop.

Mr Wright confirmed that officers had looked closely at the distances involved and whilst congestion at the crossroads had been a main objection it was felt that the distances involved lessened that concern. Public transport officers supported the status quo with regard to the bus stop.

Having regard to the arguments and options set out in the documentation before him, the representations made to him and the further considerations set out above the Deputy Leader of the Council confirmed his decisions on this matter as follows:

to authorise the implementation of the zebra crossing on Alvescot Road Carterton as advertised.

Signed.....
Deputy Leader of the Council

Date.....

18/13 PROPOSED PARKING RESTRICTIONS - BRIZE NORTON VILLAGE

(Agenda No. 13)

The Deputy Leader of the Council considered proposals to introduce new parking restrictions in the centre of Brize Norton village. The proposals had been the subject of formal consultation and objections had been received.

Councillor Couchman commended the scheme and referred to the desire expressed by the Parish Council to improve safety between the school and the church. There was a bad bend on that particular stretch and any parking along it represented a hazard, referring even to parking on the mini roundabout itself and along the Carterton road.

Mr Tole advised that objections had been in the main based on use of public funds on a scheme not seen as a priority but one which was supported by the Parish Council.

Having regard to the arguments and options set out in the documentation before him, the representations made to him and the further considerations set out above the Deputy Leader of the Council confirmed his decisions on this matter as follows:

to approve the parking restrictions set out in this report and advertised as part of the Oxfordshire County Council (Various Roads - West Oxfordshire) (Prohibition and Restriction of Waiting and Permitted Parking) (Variation No.1) Order 20**

Signed.....
Deputy Leader of the Council

Date.....